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[WHOLE No. 58.

* SIEGE OF NEW ORLEANS.

[CONCLUDED.]

While these events were in progress on the left bank of the river, fortune was not equally propitious to the Americans on the right. Colonel Thornton had, indeed, been delayed in his movement; but having surmounted the difficulties in his way, he passed over the Mississippi, and debarked with at least five hundred men, * about three miles below the lines occupied by General Morgan. A detachment had been pushed in advance of this position, to prevent the landing of the enemy; but owing to some of the *one thousand and one* causes which so often disconcert previous arrangements, and particularly when these depend for their execution upon unexperienced militia, this force offered no resistance to Col. Thornton, and were, indeed, ignorant of his having made good his landing, till he was almost upon them. They fell back as the British advanced. The action on the left bank had now begun, as Thornton was aware from the din of battle which was wafted to him; and yet he had three miles over a heavy road to march, and a fortified position to carry, before he could seize the battery, whose possession and co-operation were all important to the plans of his commander. He however advanced up the bank, accompanied by three gun boats.

As soon as General Jackson became satisfied that a demonstration would be made by the enemy on the trans-Mississippi bank, he directed a reinforcement to cross the river, and to join General Morgan, who commanded there. This detachment was ordered to consist of five hundred men, but from the scarcity of arms they could not all be supplied, and it appears probable that its actual strength, at its junction with Morgan, was about two hundred and fifty, who were badly armed, and fatigued by the want of food, and by a rapid harassing march along the heavy Mississippi bottom. As soon as they reached Morgan, they were pushed forward to support the picket, which had been ordered to watch and oppose the enemy's movement. After proceeding about a mile they met the picket in full retreat, and ascertained that the enemy was advancing in force. A position was then taken by the whole detachment in the rear of a mill race, and the approach of the enemy immediately followed. The disparity in the number and composition of the troops left no rational hope of a successful resistance. For Davis, who commanded the American detachment, had about three hundred and fifty militia, while Thornton had regular troops, and three gun boats to enfilade his adversaries' line. The defence was certainly not discreditable to the troops under the circumstances. But after a few volleys, fired with spirit and some effect, they abandoned their lines and retreated to Morgan's position. The military fault was not in the degree of resistance, but in the attempt to make a stand where nothing could be gained, and where defeat was inevitable. The object is wholly incomprehensible. After the British had landed, the advanced detachments should have retired slowly before them, annoying them where practicable, and joining Morgan in good order, instead of the confusion and depression of a repulse from which they could not recover.

We have entered into more detail upon this part of the operation than is consistent with our general plan, not from its intrinsic importance, but from its effect upon the arrangements and defence of Morgan. It will be recollected by those who were familiar with the events of this period, that much obloquy was thrown upon the Kentucky militia, who, under Davis, advanced and fell back, as we have described, both for their conduct be-

fore the enemy, and for their subsequent behaviour when incorporated with Morgan's force, and aiding in the defence of his position. The official report of the American General, transmitted to his government immediately after the engagement, coincided with the general impression. But General Jackson reported the facts as they were communicated to him. Subsequent investigation corrected the opinion then formed: and it is evident, in looking back upon the transaction, that the disorderly retreat, the confusion, and the second flight, were but the natural consequences of the moral and physical circumstances, which gave to the British an ascendancy. Most assuredly, the event, however untoward, furnished no just cause for state excitement or state reproach.

The British were now before Morgan's lines. These consisted of a breast work, flanked on the river by a battery under the direction of Commodore Patterson, and extending about two hundred yards into the plain. From this point to the woods, being nearly two thousand yards, there was no entrenchment, and the only protection was the mill race, which might be any where crossed. Morgan's right flank was therefore liable to be turned, almost without obstruction.

The whole extent of the breast work was occupied by Morgan's troops, and as the detachment under Davis arrived, it was formed upon the open plain. From the extent of space intervening between the breast work and the woods, the troops were formed in very open order, and there were two intervals of not less than two hundred yards, each left unoccupied in the lines. The whole disposition betrayed the haste and confusion in which it was made.

The first attack of the British was directed against the American left and centre, but a vigorous discharge from the artillery compelled the column in the road to incline towards its left. The other column advanced, and taking advantage of the false position, passed through the interval so unaccountably left, and having attained the rear of the entrenchment, pushed on towards the river. The confusion was almost instantaneous and irremediable. General Morgan exerted himself to restore order, but in vain. The flight became general, and Commodore Patterson having, with his characteristic judgment and coolness, spiked his cannon and destroyed the ammunition, almost in contact with the enemy, retired on board the Louisiana. Morgan was unable to rally his troops till they had fled about two miles, when they halted and took up a position behind a canal. His loss was one killed and five wounded. That of the enemy is stated by La Tour to have been one hundred and twenty killed and wounded.

As soon as these disasters were made known to General Jackson, he prepared to throw reinforcements over the river in order to dislodge Thornton. This was rendered unnecessary by the retreat of that officer. The defence on the left bank of the river cost the Americans thirteen killed and wounded, and the British, in killed, wounded and prisoners, two thousand and seventy by the official report of General Lambert, made immediately after the action, when accuracy was not to be expected; two thousand six hundred by the statement of the American Inspector General, founded on the numbers captured, on the casualties actually counted, and on other information; but in all probability at least three thousand, as subsequent accounts have led to the belief.

Whence this disparity? The British troops were highly disciplined, well provided, confident in themselves, and led by experienced and accomplished officers. The Americans, as we have seen, were principally militia and altogether inexperienced. Their defences, in a professional view, were unworthy of the name. A rude dike, thrown up across the plain, constituted their ram-

* This is the number stated by General Lambert. Captain Cooke says there were seven hundred. The number actually detailed for the service was twelve hundred.

part and parapet and bastions, and whatever else military science has found most effectual in repelling those tremendous assaults, which stand out in all their horrible relief upon the canvass of modern warfare.

Whence, then, this disparity? How happened it, that the same bold forward movement, which surmounted the iron crowned ramparts of the great fortifications of Europe, could not cross this dike, thus rudely and hastily constructed? In the answer will be found the secret of the repulse at Sandusky and Fort Erie, the great slaughter at Bunker's Hill, and the success which has usually attended our defence of positions that have been strengthened by entrenchments, or even masked by substitutes for them—and that is, *the murderous precision of American marksmen*. The inhabitants of this country are accustomed to the use of fire arms from their infancy. Rarely, indeed, is a person found who does not, at times, seek the amusement of hunting. In the West, it is the business of many, and the passion of almost all—more particularly upon the still extending frontier, where the large animals furnish to the new settler the means of subsistence, and where the vicinity and the habits of the Indians teach him to rely for security upon his own courage and preparation. His rifle is his friend, the object of his pride, as well as the instrument for the support and defence of his family. Few indeed are the log cabins, those first evidences of improvement, which *dot* the prairie and the forest in the western regions, where the movement is still onward, in which the traveller will not see the cherished rifle hanging upon its appropriate wooden hooks, driven into a rude beam in front of the large open fire place, itself made of wood, but lined with a few stones rudely thrown against the back and sides. Here it is safe from harm, and yet within instant reach. In front of this fire, and in the evening, after the labours of the day, whether in the field or the chase, are over, the family is assembled to hear and recount all that has happened. And then the rifle is prepared for another excursion. The bullets are cast and moulded, and the patches cut and deposited in their proper receptacle in the breech of the piece.

Men of this character, without discipline and subordination, cannot be expected to oppose, on equal terms, in the open field, troops whose business is war, and whose habits of obedience and of action have been acquired in severe and practical schools. The higher duties of the military profession are a science, the lower an art. The former require the most powerful efforts of the human intellect, while much of the latter is mechanical. A brave man, unaccustomed to tactical combinations, and ignorant of their effects, may lose all confidence in passing arrangements; while a timid one, taught a lesson of obedience, and having learned by experience that he is a portion of a machine directed in its operations by others, and which provides for the safety of all by the exertions of all, feels that his own personal safety is best promoted by the execution of his duty. But undisciplined men, with even slight defences, acquire confidence, and their duty is discharged with courage and alacrity.

Indeed there is no more severe trial for any troops than to be drawn out in array, and to await in the open field, silently and motionless, the approach of an enemy. To see the glances of their arms and armour, and then the heavy columns marching up and deploying into line. To watch the long array moving in all the pride of military equipment. And then to hear the booming of the cannon—sending their balls across the plain or valley—at first ineffectually—then ploughing the ground nearer and nearer, till a shriek is heard, and a cherished companion is called to his account. Soon the advancing battle presses on with all its horrors, and while this is doing, the line is still, anxious, inactive. Troops who can maintain this position have nothing further to learn.

We have already turned aside from the main story to give to our readers the underplot of Captain Hallen's adventures. We have not the same space for Lieutenant Lavack, who also figures in the pages of Captain Cooke as another *soi-disant* hero, and who told in an evil hour, or possibly in an indiscreet one of *bon vivant* ship, his tale of marvel. And most marvellous it is—

too much so, to be passed by with entire neglect. No one can doubt but that in the hurried events of such a battle the same scenes may have been viewed in a very different light, and may have produced different impressions upon the actors and spectators. This is natural, and of every day's occurrence, and should be remembered when conflicting accounts of the same events are perused. But there are limits even to a just spirit of forbearance. These limits are passed, when a military man, becoming his own chronicler and recounting his darrings and doings, relates feats inconsistent with the general course of operations. Such is the narrative told by Lieutenant Lavack, and embodied by Captain Cooke in his work.

The story goes, that Captain Wilkinson, seeing the slackening of the American fire, sprang forward, and being mortally wounded, fell into the ditch. Here he exclaimed, in the agonies of death, "now why do not the troops come on? *the day is our own.*" Lieutenant Lavack, the only officer who had accompanied him, "then scrambled up the earth entrenchment, and seeing the enemy flying in a disorderly mob, demanded the swords of *two American officers*," which two officers, kind souls, being surrounded—agreeably to the well known Hibernian manœuvre by which a gallant Irishman in our service captured five of his enemies during the revolutionary war—were about to obey this behest, but recovering from their consternation and finding the British Lieutenant unsupported, told him he "ought" to surrender, and the Lieutenant, being convinced of the prudence of the measure, yielded himself a prisoner. Captain Cooke adds, Lieutenant Lavack afterwards "declared before seven of us, that the whole of the Americans on the left of their lines had run away, with the exception of the two before mentioned officers. During the ardour of battle this gallant officer sprang over the mud works; and while describing the whole proceedings to us, said, 'Now, conceive my indignation, on looking round, to find that the two leading regiments had vanished, as if the earth had opened and swallowed them up.'" "These," adds Captain Cooke, "were the exact expressions used by him." This *naïf* remark is not a little amusing. It is as much as to say, that *settles the whole matter*, and forever establishes the pusillanimity of these dastardly "trans-Atlantic citizens." All this is romance, sheer romance. But few men reached the edge of the ditch, and none, we speak advisedly and from the *highest authority*, when we say not one entered it except the wounded, who staggered in, and those who, in the extremity of danger, sought refuge there till the storm should pass away. These were spared and were received within the lines. And in this way, and in no other, did this Lieutenant Lavack gain the rear of the American entrenchments. As to his *INDIGNATION* and all that, he had time, while lying in the ditch, to recover his usual *coolness*, and to repress his emotion. The story of the abandonment of the lines by the American troops is a phantom of the imagination, only to be accounted for, with a due regard to professional honour, by the conjecture that the adventurous lieutenant, astounded by the perils around him, mistook the position of the Americans, and saw them in his mind's eye upon the wrong side of the parapet.

But the strangest manœuvre practised on that day by the shrewd Yankees, is described by the author of the "Narrative of the Campaign of the British army at Washington, Baltimore and New Orleans." He says, "It was in vain that the most obstinate courage was displayed. They fell by the hands of men whom they absolutely did not see; for the Americans, without so much as lifting their faces above the rampart, swung their firelocks by one arm over the wall, and discharged them directly upon their heads." We doubt whether this motion is to be found in Dundas. It must have been original. We leave the story without comment. Nothing we can say would add to its graphic effect.

About noon of this day, General Lambert opened a communication with General Jackson, for the ostensible purpose of procuring permission to bury the dead, and to bring off and relieve the wounded. Several flags

passed, and the American General consented to a short truce, upon condition that no reinforcements should be sent over the river, and that either party should be at liberty to continue operations there. The British commander was probably deceived in this arrangement. He had reason to suppose, as well from the prompt answer and proposal of his adversary, as from other circumstances, that the Americans had already reinforced Morgan's command. This, however, was not so, though General Jackson was willing he should believe it. But in order to gain time to determine on his ulterior measures, either to withdraw or strengthen Thornton, General Lambert withheld his answer to General Jackson's modification of the proposal till the next morning, when he transmitted information of his acquiescence, with some idle explanation of the reason of the delay. In the meantime Thornton was withdrawn, and General Jackson was too much gratified at the recovery of the position to condemn the indecision of his opponent, whose real motives were sufficiently obvious.

At the close of the action, there were two plans of operation presented by the circumstances of his own position and that of his enemy to the American General. One was to sally out from his entrenchments, and attacking the British army, endeavour to destroy them; and the other was to maintain his attitude and continue the defensive system he had found so efficacious. Most wisely he determined upon the latter. If ever there was a case, where, as has been said, a bridge should be built for a flying enemy, this was one. General Jackson's great duty was to defend New Orleans. This he had so far signally effected. His enemy was discomfited and dispirited. His own troops confident and elated. The same course of measures, if persisted in, must be finally successful. Every day would add to his own strength and diminish that of his adversary. The great body of his force was not a hired one. They were all fathers and husbands and sons and brothers, who had left the peaceful avocations of life, and hastened to the field to repel the invaders, intending then to return to all their civil and social duties. The commander of such men has no right to sport with their lives—to sacrifice them to the phantom of military glory. He ought to have moral firmness enough even to restrain them—to refuse himself to their generous but indiscreet ardour, and lead them to combat only when his purposes cannot be otherwise effected. The great Roman captain, in his history of the civil war of his country, felt and acknowledged these obligations. "Cur, etiam secundo prælio, aliquos ex suis amitteret? Cur vulnerari pateretur optime meritos de se milites? Cur denique fortunam petricitaretur? Præsertim quum non minus esset imperatoris, consilio superare, quam gladio." These sentiments are honourable to Cæsar, and deserve to be held in remembrance by all who are intrusted with the command of armies. Independently of his ignorance of the real state of things on the right bank, and which of itself imposed upon him the duty of caution, the American General could not forget that the foe which had recoiled from his ramparts, was yet almost double in number to his whole force, experienced and disciplined; and that if he should abandon the advantage of his position and march out into the field, that foe might speedily rally and turn the fortune of the day. Some of the ardent officers of the American camp were anxious thus to sally forth, and placing the fate of the campaign upon the points of their swords, to gain all or lose all. Prudently, indeed, was this zeal restrained, and the American General preserved by his firmness what had been won by his own skill and the valour of his troops.

There is one incident connected with this battle, which demands a candid notice, and shall receive it. Immediately after its close, the impression prevailed in the American camp, and gradually spread through the country, that the watch-word of the British army, on that occasion, was BEAUTY AND BOOTY. The fact was stated as early as January 1815, in a letter from Mr. Poindexter, published in the Mississippi Republican, and generally repeated in the papers of the Union. In

the life of General Jackson, by his friend and biographer, Eaton, the fullest conviction is expressed of the truth of this statement, and the reasons of the belief are given. The terms are too significant to leave any doubt, if they were actually employed upon this occasion, either as to the motive that suggested them, or the object they were so well suited to produce. In the absence of positive testimony, many probably doubted the fact, from the very atrocity of the sentiment. But the statement was received, as we well remember, with general indignation through the country; and from that day until recently it has passed uncontradicted, and has been continually repeated in conversation, and sent abroad in publications both evanescent and permanent.

Mr. Stewart, in his Travels in the United States a short time since, heard the story, and introduced it in his work, entitled "Three Years in America." It appears to have been before unknown or unnoticed in England. As soon as the public attention was drawn to the subject, six of the surviving officers, of the highest rank, who served with Sir Edward Packenham, including among them Generals Lambert and Keane, in a note to Mr. Stewart, which was published by that gentleman, formally contradicted this statement, and denied that the army was promised the plunder of New Orleans by their commander, or that this savage watch-word was issued.

That the British army expected to pillage that city is certain. That they would have done so, *per fas aut per nefas*, had their inroad been crowned with success, is but too probable. But that this lure was held out to them by their commander; that it was officially promulgated in general orders; and that it was impressed on their memory and feeling by the very pass-word, which in the excitement of the battle was to distinguish friend from foe; and above all, that it was associated with that unbridled license, which is the last and worst curse of a lawless soldiery, and the last and worst misfortune of a subjugated city, we do not believe. Such savage atrocity formed no part of the character of the English General, still less of his nation. It would have doomed him to everlasting infamy. It would have sent down his name to all after times with the Attilas and the other human monsters, who, living, were the curse of mankind, and, dead, are monuments of execration. There could not have been wanting, honourable men enough in the British army, who would have denounced such a leader to his own government, to Christendom, and to posterity.

But while we give just weight to the moral considerations which tend to shield the British General from this imputation, and to the statement which his surviving coadjutors, men no doubt of high personal and professional characters, have made, we still emphatically repeat, that the British army did expect to pillage the City of New Orleans. Nor do we understand, that this fact is at all denied in the authorized contradiction to which we have adverted. It is there said, that a promise of plunder was not made to the British army by their leader. Be it so. Whence the expectation came, we do not know, nor do we seek to know. We deal with the facts, as we find them. When we trace the previous conduct of a portion of the force composing this expedition, at Havre de Grace, at Hampton, at Alexandria, and at many other exposed points of our extensive coast, we may well believe they were prepared, by one consentaneous feeling, as we know they were by practice, to seize by the strong hand, whatever the chances of war might present to them.

Captain Cooke says, "notwithstanding all these natural drawbacks, the City of New Orleans, with its *valuable booty* of merchandise, was craved for by the British, to grasp such a prize by a *coup de main*." In another place he remarks, "the warehouses of the city were amply stored with cotton to a vast amount, and also sugar, molasses, tobacco, and other products of this prolific soil," &c.

The author of the narrative of the campaigns of the British army at Washington, Baltimore, and New Or-

leans, to which we have already referred, and which first appeared, we believe, in Blackwood's Edinburgh Magazine, confirms the statement of Captain Cooke. The ultra British character of that journal is a sure guarantee that whatever is admitted into it, casting any reflection upon the national reputation, must at all events be founded in truth. This officer, in the first extract we subjoin, discloses the pecuniary expectations of the army at the commencement of the expedition, and in the second, its pecuniary mortification at the result.

"And it appeared, that instead of a trifling affair, more likely to fill our pockets than to add to our renown, we had embarked in an undertaking which presented difficulties, not to be surmounted without patience and determination."

And again, "But our return was far from triumphant. We, who only seven weeks ago, had set out in the surer confidence of glory, and I may add of emolument, were brought back dispirited and dejected."

Among the letters intercepted on board the St. Lawrence, some of which we have already introduced, was one from Colonel Malcolm, dated February 11th, 1815, at Cumberland Island, and addressed to Rear Admiral Malcolm, in which the writer, after expressing his hopes, that he should soon hear of the capture of New Orleans, adds these significant words. "It will repay the troops for all their trouble and fatigue." Mr. Glover also, in his letter to Captain Westfall, an extract from which is given at the beginning of this article, observes,—"My forebodings will not allow me to anticipate either honor or profit to the expedition."

These extracts leave no doubt of the *profitable* expectations of the army—of the officers, be it observed, and therefore still more of the rank and file. That a spirit of cupidity was awakened is too certain. To what excesses it would have led, had New Orleans been reached, it were now vain to conjecture. Thanks to its defenders it was preserved from the fearful trial.

The British fleet upon the coast was not inactive during these operations. It was intended that a squadron, equipped for that purpose, should enter the Mississippi, and reducing the works at Fort St. Philip, ascend the river, and co-operate in the main attack. This fort was garrisoned by three hundred and sixty-six men under Major Overton.

General Jackson was so insulated, that the movements upon the coast were concealed from him, and the first certain intelligence he had that the enemy had entered the river, was from a cannonade which was heard in the night of the 11th, and which was soon understood to proceed from the attack and defence of this post. Every necessary precaution had, however, been previously taken, and from the state of the works, as well as from the character of the officer to whom their defence was intrusted, but little apprehension was entertained for the consequences. The result did not betray this confidence.

It appears that the British squadron entered the river on the 9th, and attained its position near Fort St. Philip on the 11th, when a fire was immediately opened upon the work. The bombardment continued with more or less activity during eight days, when the enemy, finding they had made no serious impression, and being annoyed by the bombs thrown from a large mortar, dropped down the river and put to sea. And so ended the naval co-operation.

During some days subsequent to the 9th, the usual cannonade was continued from the American lines upon the British troops. This was exceedingly annoying, and kept them in a state of fatigue and alarm.

General Lambert states, in his despatch of January 21st, to the British secretary of state, that he determined on the 9th to relinquish the hopeless enterprise. The futility of any further operations must indeed, at that time, have been sufficiently obvious. The intermediate period between then and the moment of departure, was devoted to the necessary preparations. And it became important to conceal the design from the Americans as long as possible. The forward position was therefore maintained, while in the rear the most active opera-

tions were going on. All the obstructions to a speedy movement were surmounted; and redoubts were erected to check pursuit. These arrangements could not be made so secretly as not to become known in the American camp. It was soon believed that a retreat was meditated by the enemy. At length, on the night of the 18th, they silently abandoned their lines, and pursuing the same route which had seen them advance with hope and confidence, they reached the fleet without annoyance.

DOMESTIC INTELLIGENCE.

From the Buffalo Whig and Journal.

PERRY MONUMENT.

At a public meeting of the citizens of Buffalo, to take into consideration the expediency of erecting a Monument to the memory of the late Com. OLIVER HAZARD PERRY, held at the Farmer's Hotel, January 23, 1836—Lieutenant STEPHEN CHAMPLIN, U. S. Navy, was called to the chair, and HENRY R. STAGG and Lieut. J. T. HOMANS, U. S. Navy, appointed secretaries.

On motion, *Resolved*, That a Committee of five be appointed by the chair, to draft resolutions expressive of the sense of this meeting.

The following gentlemen were appointed said committee; R. W. Haskins, Horatio Gates, Chas. B. Lord, David M. Day and Theodorus Burwell.

The committee reported the following preamble and resolutions, which were unanimously adopted:

Whereas, it is one of the first and most positive duties enjoined by patriotism, to cherish the memory and perpetuate a knowledge of the deeds of those whose services have stayed their country in the hour of peril, not only in justice to departed worth, but as pointing other worthies to those beacons by which they may be safely guided, in their onward road, therefore

Resolved, That the manly daring and efficient skill evinced by Commodore OLIVER HAZARD PERRY, in his memorable battle with the British fleet, upon Lake Erie, on the 10th day of September, 1813, when, at one single blow, he swept from the entire western Lakes, every vestige of the British flag, while the act commands our highest admiration, we feel that it calls imperiously on us to denote our gratitude, by such public act as shall best fix the memory of that eventful day in the mind of the Nation, and transmit its glories to posterity, untarnished by the lapse of time.

Resolved, That it is incumbent upon us, as citizens of a rising city, whose shores have been laved by the same billows which bore the youthful hero to victory, to erect here, a suitable MONUMENT, commemorative of that glorious event.

Resolved, That a committee of nine, to be named by the Chair, be raised, whose duty it shall be to solicit subscriptions to a fund, for the erection in this city, of a MONUMENT to the memory of OLIVER HAZARD PERRY, and commemorative of his great service to his country; and whose farther duty it shall be, when means shall have been secured, to locate and superintend the erection and completion of said Monument, without unnecessary delay.

The following gentlemen were named by the Chairman to constitute said committee:

Benjamin Caryl, Reuben B. Heacock, Samuel Wilkeson, Jacob A. Barker, Roswell W. Haskins, John W. Clark, Pierre A. Barker, Benjamin Rathbun, Alanson Palmer.

Resolved, That the Chairman and Secretaries of this meeting be added to the committee.

Resolved, That the Committee have power to call a meeting of citizens, on any contingency.

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretaries, and published in all the papers in this city.

STEPHEN CHAMPLIN, Chairman,
HENRY R. STAGG, } Secretaries.
J. T. HOMANS, }

We have just been shown a specimen of several splendid Canes, which have been lately manufactured of oak from the hull of the Lawrence, at Erie, Pa. The workmanship is highly creditable to the skill and taste of Mr. Robinson, the maker. The one we have before us, is a plain stick, surmounted by an ivory knob—at the distance of about six inches from the head, the stick is beautifully inlaid with plates of gold, from which we copy the following inscriptions:

1. "We have met the enemy and they are ours."
2. "Two ships, two brigs, a schooner and a sloop."
3. "Com. O. H. Perry's victory—Lake Erie, Sept. 10th, 1813."
4. "Taken from the flag ship Lawrence, Nov. 18th 1835."
5. "S. Champlin, commanding U. S. schooner *Scorpion*, 10th Sept. 1813."
6. "Presented by S. Champlin, U. S. N. to Capt. M. C. Perry, U. S. Navy."

The rest are similar. Lieut. Champlin, who procured them to be made, and who bore a gallant part in the action of the 10th Sept. 1813, intends them all as presents to the friends and relatives of the late O. H. Perry.

From the New Bedford (Mass.) Mercury.

PREVENTIVE AGAINST DRY ROT.—We have been favored by an intelligent ship master with the following communication relating to recent successful experiments in England in the means of preserving ship timber against premature decay, which cannot fail to be of practical interest and value to many of our readers.

MR. LINDSEY.—If you think the following description of the method of preserving timber from rot, insects and worms, now universally adopted in England, is of importance to the public, you will confer a favor by giving it an insertion.

The writer of this is personally acquainted with the ingenious inventor—has attended the lectures in London on the subject, and is satisfied of the efficacy of his plan.

The material employed by the inventor is Corrosive Sublimate, long known as a great preservative of animal substances from decay. The timber to be prepared must be placed in a tank or vessel, from 40 to 80 feet long, 4 or 5 feet deep, and about the same width. A solution of the Corrosive Sublimate is then thrown upon it until covered—the proportion according to the inventor is 1 lb. of Corrosive Sublimate to 5 gallons of water—but individuals who have tried it say 1 lb. to 10 gals. of water. Pine plank are saturated in 48 hours. An oak stick, 40 feet long and 1 foot square, require three weeks—during which time it becomes effectually seasoned, and will not contract or shrink even on exposure to the highest temperature of a tropical climate. The Corrosive Sublimate has a strong affinity, for the albumen or vegetable juices generally called sap, combines instantaneously with it, and forms a new chemical compound which is solid, insoluble and will not attract moisture. The efficacy of this invention has been tested in the most extraordinary manner. Pieces of the timber prepared with a solution of the sublimate, and unprepared pieces, the latter well seasoned, were placed in the "Rotten Pit," at the King's Dock Yard, Woolwich, in 1828. In 1831 the writer of this was present when they were withdrawn. The prepared timber was perfectly sound—the unprepared, although of the best English oak, was a mass of rot and decayed vegetable matter.

The prepared sticks were left on the ground in the open air six months, and then again placed in the Rotten Pit with other pieces of well seasoned timber. At the end of two years the prepared timber was found quite sound—the seasoned very rotten.

The Rotten Pit at Woolwich Yard is a cave under ground, 80 feet long by 20 feet, and built by order of government, for the purpose of testing the efficacy of the various proposed nostrums for preserving timber. The pit is lined, top, bottom and sides, with vegetable matter in the worst possible stage of corruption—very damp and full of carbonic acid gas—it is a perfect hot bed—a candle will not burn in it a minute, so foul is the air of this subterranean chamber. In fact, no timber, although thoroughly salted, docked, or seasoned, will resist 3 months the powerful decomposing qualities of the Rotten Pit. The specimens were placed on the bottom of the pit, and half buried in the putrid vegetable matter with which the cave is kept supplied. This experiment seemed so conclusive, that Government immediately paid the inventor 10,000*l.*, and advised him to take out a patent. He was ordered to construct tanks at all the Dock Yards, and the government timber was immediately prepared in the above manner. Previous to this indi-

viduals had fitted tanks and two whalers were built entirely of timber and plank prepared with the solution. Housebuilders are also using it very generally in London. The sleepers, or foundations for railways—staves for oil casks, canvass, rope, and all vegetable matter may be preserved by its use. It is found that a cubic foot of oak, will absorb three pints of the liquid, which will cost at the present price of Quicksilver, 7 1-2 cents per cubic foot. A mere trifle compared with the immense advantage of having a material not liable to be destroyed by rot, worms, or insects of any kind. The objection urged against this material is, its poisonous nature. But it has been proved by careful experiment, that corrosive sublimate, when it combines with the sap of wood, forms a compound perfectly insoluble, and quite innocent—in fact a complete chemical change takes place in the poisonous nature of the mixture by this combination.

The writer has seen experiments tried upon canvas and rope, which was immersed in the solution, and placed four months in a dunghill—the unprepared pieces were destroyed—while the texture of the prepared specimens was not weakened in the slightest degree. Any one can try this by using the above proportions.

Satisfactory accounts have been received by Messrs. B. Rotch and M. Enderby of London, from the captains of the whale ships constructed at their instance, of timber prepared as above—testifying that the crews were remarkably healthy, although they slept actually in contact with the ceiling plank thus prepared, through all climates and changes of temperature.

It is well known to practical men that Salt is not an effectual preservative—as many ships salted on the stocks, have been found rotten the first voyage—one instance is the *Enterprise* of Nantucket. The *Golconda* of New Bedford has had a new windlass three voyages in succession, and the lower masts of ships very quickly decay. These parts of a ship it is impossible to salt. In the British navy the use of salt has been discontinued, as it is found to corrode the iron rapidly and it also keeps a ship in a very damp state.

PREVENTION OF DRY ROT.—The new steam boat launched on Wednesday, for the City of Dublin Company, is entirely built of wood prepared by Mr. Kyan's process, for which he has taken out a patent. The preparation consists in letting the wood lie for some time in a solution of corrosive sublimate, which impregnates it, and it is said prevents the dry rot. We stated, some months ago, that an extensive course of experiments, at Woolwich, had completely established the fact that Kyan's process does not totally prevent dry rot in timber. We have since met with the report from the House of Commons on the subject, and as the matter is of the utmost importance to the shipping interest, as well as to house builders, we have made the following abstract.

The commissioners appointed by the Admiralty to enquire into Mr. Kyan's process are John Hayes, Dr. Birkbeck, Messrs. T. F. Daniel, A. Copland Hutchinson and B. Rotch, jun. They report as to the general efficiency of the process, that timber, canvas, and cordage, thus prepared, had been tested by comparative trials, lasting for years in a variety of ways, at Woolwich, Margate, London, Sheerness, and in no instance had the dry rot attacked them; while unprepared timber, &c., had invariably decayed under the same experiments. That the process renders the ordinary length of time for seasoning timber unnecessary. That the solution diminishes in bulk by absorption but the remainder is of the same strength as at first. That the additional expense of building the *Samuel Enderby*, a ship of 420 tons, entirely of the prepared timber, £240; and that the Admiralty are to pay 15*s.* a load extra for such as may be used in the construction of the *Linnet*. That the process was not in the least unwholesome, and that the crews of the two ships, wholly built of the prepared timber, were reported 'all well' from the South Seas and Indian Ocean. That the bilge water in a ship built of the prepared timber, was pumped out 'perfectly sweet.'

No doubt can now be reasonably entertained as to the

efficacy of the process. That it will be generally adopted we are confident, and the saving will be immense. It is not solely by ship builders that the prepared timber is used. Sir R. Smirke (well known as an eminent architect in London) has introduced it into most of his buildings, and was one of the witnesses in its favor before the committee. Certainly all public buildings should have the advantage of the process. The state of the timber at the Lunatic Asylum in Liverpool is abundant evidence of the injury done to wood by dry rot.

It is supposed that government will purchase the remaining time of the period from Mr. Kyan, and throw it open for gratuitous adoption. Certainly there can be no public objection to this. Dr. Carmichael Smith got £5,000 for his disinfecting process; and this discovery for preventing dry rot in timber, is of far greater importance to the public at large.—*Liverpool Journal.*

SCHOOL SHIP,

From the *National Gazette* Sept. 16 1835.

MR. EDITOR:—I beg leave to suggest, through the medium of your paper, and such others as may feel disposed to promote the object which I shall endeavor to bring to the notice of the public—that there is a subject of vital importance to this nation, which for a long time, has been neglected to an alarming degree, and therefore, if not speedily attended to, will place one of the great sources of our prosperity in other hands, or at least jeopardize its safety in ours.

This subject has for many years past attracted the attention of many of our navy officers—as well as that of the most thoughtful citizens and enterprising ship masters, all of whom concur in the opinion, from the evidence which is daily brought to their observation, that the time has arrived which calls for the exertion of every friend of his country—and points to the adoption of such measures as will put a stop to this growing evil.

I mean the want of *native born*, and the great influx of *foreign* seamen. I would not wish, in the latter class, to proscribe those who have been long in our country—have made it their home—have families—and doubtless intend to spend the balance of their lives amongst us—but those who, in a few days after first setting their feet upon our shores,—avail themselves of such means as are practised by infamous characters, to enable them to find employment in our national and mercantile marine, to the exclusion of the native born, who would in greater numbers engage in this service, were it not for the number of foreigners who crowd every port in our country, and seem in a great measure to have made a monopoly of this kind of employment.

Some remedy must be found for this evil; its consequences cannot fail to be evident to every reflecting man, and in my opinion, he who first suggests that remedy, will deserve well of his country. Indeed, I am so fully persuaded of it, that I cannot refrain from making the attempt, or rather, from reiterating some ideas which have been presented to my notice, by an individual, and by a paragraph in the *New York papers*.

The Congress of the United States has never given to this subject that consideration which it merits; perhaps, the nature of our political institutions is not favorable to its interference. No objection of this character, however, exists with the state governments, and all of them, but particularly those bordering on the sea coast, great rivers and lakes, have a stake in this matter worthy of their fostering care.

It is now a practice, (and a barbarous one it is, in these days of philanthropic example by the fair of our country, to *their sex*) to seize on the juvenile offender for what might be considered a mere boyish mischief, and cast him into prison, a house of correction, or some such place of degradation, as forever after to affix a stigma on his character, and thus cut him off from his family and friends; and if a boy of any sensibility of character, drive him from his home to seek his fortune amongst strangers, under the most discouraging circumstances,

such as frequently have a tendency to drive to desperation, many, who, by the application of proper means, might be reclaimed and rendered valuable members of society.

I cannot but believe that this subject requires nothing more from me than merely to suggest to the good people of this city that such is the case, and that there is a remedy for it; after which, I am persuaded that we shall see some of those characters who are ever foremost in good works, moving in this all-important cause of national interest and national humanity.

The means which have been suggested, is the establishment of a School ship, equipped and officered with such care and attention as to character and qualifications, as may insure the moral improvement, as well as the certainty of rendering these youths happy in themselves and valuable to their country as its maritime defenders; to sell all such buildings as have been erected for their punishment, applying the proceeds to the purchase and support of a school ship. With a proper organization of these means, the moral character of many such boys as are, by existing regulations rendered fit instruments in the hands of adult offenders, could not fail of improvement, and having their minds enlightened by proper education, their constitutions invigorated by healthful and *honorable* employment, we might reasonably hope that many—very many, would be reclaimed, to be one of infamy and disgrace.

Let not the difficulties which may be presented at first sight, deter those who may be favorably disposed towards this plan. There can be no lack of suitable characters amongst the citizens and ship masters of this city and port, to arrange the details and carry the scheme into full and effectual execution.

One, two, or three years, thus spent, would qualify a boy of from twelve to sixteen years of age, for rendering such assistance to the crew of a ship, as would induce commanders to receive them gladly into their ship's company upon such terms as would be altogether competent to their support, and to finish an education and honorable profession, thus worthily begun.

No one will be at a loss to conceive that boys put on board of a ship, such as has been suggested, and which is properly placed in our waters, may be so completely cut off from vicious companions and bad associations, and so employed in worthy pursuits and industrious habits, as to give a different tone to their inclinations, and finally, to lead them gradually into the paths of virtue and peace.

A great variety of employments in the line of a seafaring life, may be practised by youths situated as this plan contemplates, which will lighten the expense of their maintenance, and present a source of happiness, improvement and industry, which cannot fail to reward every philanthropic spirit who may in any degree contribute to its consummation.

If these ideas should meet with the consideration to which they are surely entitled, and the plan proposed be carried into effect, we may hope that the reverend clergy will be anxious to visit and exercise their powerful influence over the minds of those embraced by it—and that being the case, who can doubt the effect of a course so well calculated to have an influence over their future lives?

As a commencement, a half worn ship of large dimensions should be purchased and equipped—and with a very trifling expense in comparison to that which is now incurred for the safekeeping and support of the juvenile offender, a system might be matured which would furnish a fruitful source for native born seamen, and one which in all probability would go farther to correct the vice and elevate the moral standard of that class of people than any other plan or system heretofore proposed or acted upon.

GOOD INTENT.

From the *Columbia (S. C.) Hive.*

LONGEVITY.—Captain Benjamin Wages was born on the Wateree creek in Fairfield Dist. S. C. on the 15th day of March 1736, served through the whole of the re-

volutionary war, was in the battles of Bunker Hill, Cowpens, Stono, Horse Shoe, Cranes, Savannah, Eutaw, Orangeburg, Juniper Springs, Ninety-six, and Rocky Mount, was wounded five times; cooked for General Washington more than twelve months, often heard the General pray in his tent, the subject matter of his prayers were first the salvation of all men and he would close his prayer by saying "Oh Lord, look in mercy upon my poor suffering country and give success to her arms."

Mr. Wages never was drunk in his life, but has used tobacco from his youth; he has never tasted Calomel or any other strong medicine—has lived for a number of years in Kentucky, and now is (Nov. 26) in Fairfield District, on his way to Columbia where he expects to be early next week to sell a horse that he has led, and rode another from Perry Co. Kentucky, and has no other company with him than his wife, who will be 89 years of age next January; he can see to thread a fine needle and has a good memory—on being asked if he recollects any of the officers in the army, he replied yes—he recollects the two Buchanans and Major Henry Moore, and spoke of these three men in this way—"they were first-rate soldiers." He is a member of the M. E. Church and professes to enjoy the comforts of Religion.

Please publish the above in the Hive; and it may also be worthy of remark that he receives 96 dollars of pension annually, and that a lawyer W***** charged him one hundred dollars for writing out the papers necessary to obtain his pension—*this lawyer must have been a true patriot.*

W. C.

From the Savannah Georgian, Feb. 3d.

LATEST FROM FLORIDA.

By the Steamer Florida last night, we received the following letter from the Editor. *It contains the latest intelligence of Gen. Clinch.*

"CAMP CHARLEY O'MATHLA, }
January 30th, 1836. }

"Early this week Lieut. Dancy, of the U. S. Artillery, arrived at the Ferry, opposite this Post, with a number of wagons and an escort of one hundred volunteers, part of a volunteer force from the Alachua, composing Gen. Clinch's command at the time Mr. Dancy left Fort Drane.

"Lieut. Ridgely of the U. S. Artillery also accompanied Lieut. D. and bears on his person the honourable wounds received at the same gallant affair. He has two wounds on one arm, which occasion great pain and suffering. He will proceed the first opportunity to St. Augustine, where he has two children.

"Lieut. Dancy's escort consisted of three companies, under the command of Captains Williams, Gibbon, and Caswell.

"Lieut. Dancy started hence yesterday morning with teams and escort for Fort Drane and Fort King. When Lieut. D. left Gen. Clinch the latter had from 100 to 135 volunteers under the command of Col. Parrish, his companies of regulars which muster about 250 to 270 men. Col. Twiggs had not arrived.

"Gen. Clinch's regulars are divided as follows: two companies at Fort Drane, which Fort includes a portion of Gen. C's. buildings picketed in; two other companies at Camp Lang Syne, a short distance from Fort Drane, where some other buildings of the General are included with pickets. A fifth company is stationed at Fort King, under Col. Crane, and a sixth at Fort Gates, (Col. I. H. McIntosh's place.) All these buildings fortified either contain provisions necessary for the support of the troops or are in themselves essential to their comfort. When Gen. C. marches to attack the Indians, he doubtless will, as he did when he fought the battle of Withlacooche, garrison these posts with volunteers and take the regulars for action.

"The imposing corps of Richmond Blues from Augusta, under the command of Capt. F. M. Robertson, reached this Post this morning in the Steamer Florida. Their appearance is creditable to the state and the city whose bosom they have left for the wilds of Florida.

"On the arrival of the boat this morning Sergt. Reed of the Savannah Volunteers very gallantly volunteered to ride as an express to Lieut. Dancy, who it is presumed has not this day proceeded many miles.

"An express arrived on the opposite bank about half an hour previous from Gen. Clinch with despatches in answer to despatches sent from St. Augustine. Of the nature of these despatches we are not apprised, as they were sealed, but learn verbally that Gen. Call with upwards of 500 mounted volunteers was with General Clinch.

"I learn that the latter could, after securing the posts garrisoned by his command, spare about 100 regulars fit for duty, to unite with the volunteers in acting against the Indians. The sooner a blow is struck the better—and I doubt not, ere this, if Gen. Clinch has had the least opportunity, that he has turned the tide of war, and taught the misguided sons of the forest, the folly of their blood-thirsty course.

JANUARY 31.

"Since writing the above, I have been with five others across the St. Johns, to bring over our gallant Sergeant Reed, for whom I felt individually some apprehensions. Sergeant Reed overtook Lieut. Dancy's party between 4 and 5 o'clock yesterday afternoon, about 25 miles from the Ferry, on the road to Fort King. They proceeded near two miles further, before they encamped for the night."

"Sergt. Reed reports that Lieut. D's. party has scoured the woods on their route, and have not discovered any signs of Indians. Neither did Sergeant R. in going and returning."

FOREIGN MISCELLANY.

FROM PAPERS RECEIVED AT THIS OFFICE.

SHIPS IN ORDINARY.—Ships laid up in ordinary are stripped of all their rigging and guns—stores and other contents are taken on shore. The men and officers are all paid off, except the boatswain, gunner, carpenter, and cook, and six ordinary seamen. The ships are moored by large chains of iron, sixty fathoms long, consisting of one hundred and twenty links, and having at each end a large anchor. The chains are stretched across the harbour (the Hamoaze) and the anchors sunk into the mud. In the middle of each chain is a large iron ring and swivel, to which are attached two thick cables, called bridles, sufficiently long to be taken on board the ship to be moored. The bridles, when not in use, are constantly sunk, a small cable being fastened to them, which is brought up to a buoy on the surface of the water, and there made fast; when wanted, the ends are easily hauled up by means of a buoy-rope, and are then passed through each of the ship's hawse-holes, and fastened on board. By the bridles being fastened to the same swivel, the ships swing easily with the tide, which runs amazingly strong, especially the ebb, with the wind at north; at these times no boat can make head against it. In Hamoaze are nearly one hundred of these moorings, each capable of holding a line-of-battle ship.—*Stanfield's Coast Scenery.*

NAVAL ARCHITECTURE.—When Peter the Great determined to make St. Petersburg a great naval station, he seemed to treat with equal contempt the obstacles interposed by nature and man; and his successors adhere to this day to his plans. Ships of the line are still built at the Admiralty, which a vessel drawing nine feet of water can neither approach nor leave! When the ship is built, the question is, how to get her down the river? and the task is always difficult and expensive, although performed with great ingenuity. A vessel is brought to the building yard, called a *camel*, and which may be described as a huge hollow box. It is then filled with water and sunk so far that, on its sides being opened, its enormous cargo may be floated into it. The box, which contains the entire bottom of the ship, is then screwed up and pumped. As the water goes out, the machine rises; till at length it floats so high as to be able to get over the bar, and deliver its strange passenger in triumph to the Gulf of Finland.

NEW CAVALRY CARBINE.—The 2d Dragoon Guards in this garrison have received five new carbines with percussion locks, by way of experiment. They are much superior to those hitherto in use in every respect, and from the practice already made, there seems to be little doubt as to their being a great improvement in active service.—*Dublin U. S. Journal.*

ORIGINAL POETRY.

WAR SONG OF FREEDOM.

BY LIEUT. G. W. PATTEN, U. S. A.

AIR—*Miriam's Song.*

Charge! while the trumpet yet swells in the blast;
The banners are waving—the war steeds fly past.
On! for the blade of the foeman is flashing,

As bright as the meteor that falls from the sky;
On! for the bayonet with breast plate is clashing,
As wild as the forest, when whirlwinds rush by.
Charge! while the trumpet yet rings in the blast
The banners are waving—the war steeds fly past.

The war steeds are fall'n, they sleep in their gore;
The voice of the rider will cheer them no more.
For the Genius of Freedom at midnight descended,
And whispered her name in the ear of the foe;
And when the charm'd sound with the battle shout
blended,
They bow'd like the reed, or they fled like the roe.
The war steeds are fall'n; they sleep in their gore;
The voice of the rider will cheer them no more.

SELECTED POETRY.

From the New York Spirit of the Times.

OUR NAVY.

BY P. F. WADDELL.

We have a gallant Navy,
The stormy waves to ride;
Our bulwark and our glory
On every sea and tide.

To guard *Columbia's* honor
Our frigates plough the deep,
While our star-lit flag in beauty
The winds of heaven sweep.

Then woe to every foeman
Who dares our banner brave;
Our Yankee tars will triumph,
Or perish in the wave.

No tyrants rule our navy—
Our tars mind each command:
Let storms or dangers threaten,
They lend a willing hand.

Who would not be a sailor—
A true-blue on the tide—
A son of Freedom's navy,
To wander far and wide—

To dare the roaring tempest—
To woo the breezes soft,
Until life's great Commander
Shall call all hands aloft?

Then here's to those who wander
Upon the stormy sea;
God guard our gallant navy,
Whate'er their course may be!

WASHINGTON CITY;
THURSDAY, FEBRUARY 11, 1836.

TO CORRESPONDENTS.—We would ask the patient indulgence of our correspondents, whose favors are duly appreciated; we have a number of articles on file, which we shall insert as fast as our limits will allow.

An Old Soldier's "Plan for the defence of the Sea-coast of the U. S." has been on hand for some time, and would have been acknowledged before, but for the expectation that we should have room for it in the succeeding number.

"Brown"—"Neptune"—"Aristides"—shall receive early attention.

If B—who writes under the caption of "Early Impressions," will inform us how a note may reach him, we will give him our reasons for declining his article.

O. P. Q. is unavoidably deferred.

We have inserted in another column an article from the National Gazette of the 16th Sept. last, on the subject of School Ships for indigent boys, as a nursery for seamen. The editor of the Gazette accompanied its insertion in his paper with a remark that would lead to the belief that it was the writer's intention to burden the naval and merchant service with the inmates of our prisons and houses of refuge. Having had an opportunity of conversing with the writer and learning his sentiments, we can say that he had no such design.—The allusion to prisons and houses of correction was only made to show the contrast in the condition of boys before and after conviction; and it is confidently believed that if this scheme were put into execution, there would be no necessity for such buildings.

In every city there are boys, who are left orphans at an early age without friends to counsel or direct their path in life; too many of these are led, for want of parental authority, to habits of idleness, and thence to the commission of petty crimes, which result in their conviction and sentence to a degrading punishment. A stigma is thus fixed upon them, which attaches itself through life. It is, therefore, the object of the writer to take boys of this class, before they shall have violated any of the laws of their country, snatch them from the temptations of the world, and place them where they may learn to be useful members of society, and a benefit to the community.

In this view, the subject deserves serious consideration. It is only necessary for the state or municipal authorities to provide the means to put the scheme in practice, and thus to test its utility. The expense of the criminal docket which would be thereby lessened, is one point gained; but the advantage derived by the public in making useful members of society from those who might otherwise become outcasts and a burthen, is of still greater value.

We are a people fond of experiments, and this is one which promises good; let it have a trial.

MOVEMENTS OF OFFICERS AND TROOPS TOWARDS FLORIDA.—Major Gen. Scott arrived at Augusta, Geo., on the 30th ult.; his Aid de Camp, Major Van Buren, arrived at Charleston, S. C., on the same day.

Gen. Scott has made a requisition on the Governor of South Carolina for a full regiment of 750 men, to consist

of as many mounted men as could be furnished, to rendezvous at Purysburg.

The steamer John Stoney arrived at Charleston, S. C. on the 4th inst., from Beaufort and Smithville, N. C. with two companies of U. S. Troops, (115 men) under the command of Major Kirby, destined for the Florida service, and proceeded on her voyage the same night.

The following officers are attached to this command: Major R. M. Kirby, Lieutenants Nauman, J. R. Irwin, G. W. Turner, A. V. Brumby, and Ass't. Surgeon Wharton.

The steamer Santee, Captain Brooks, has been chartered by the U. S. Government, to be kept steadily employed in its service during the Seminole war.

The Revenue Cutter Jefferson, Capt. Jackson, arrived and anchored in the St. Johns, opposite Jacksonville, on the 26th ult. She is sent thither to be subject to the orders of General Clinch, and the services of Captain Jackson and his crew will be valuable in keeping the river clear of Indians and their boats, and communication between the points on the river open.

Major Gen. GAINES arrived at Pensacola about the 20th ult. While at New Orleans, he gave orders to Col. Twiggs to assemble all the disposable troops from Baton Rouge and elsewhere, and proceed with them immediately to Tampa Bay.

The Huntsville steamer arrived at New Orleans, on the 24th ult., from Baton Rouge, brought down 87 of the U. S. troops, under the command of Col. Foster, destined for Florida.

The Ice-boat Relief succeeded in towing the Brig Arctic from Baltimore through the ice, a distance of 60 miles down the Chesapeake Bay.

The following are the names of the officers of the U. S. Army who have sailed from Baltimore and from Annapolis, in the brig Arctic, destined for Florida:

Major WM. GATES, 1st Artillery, Commanding.
Capt. J. DIMICK, do
Capt. D. D. TOMPKINS, do
Lieut. F. TAYLOR, do
Lieut. J. B. MAGRUDER, do
Lieut. C. B. CHALMERS, do
Lieut. A. HERBERT, do
Lieut. MONTGOMERY BLAIR, 2d do.
Assistant Surgeon, H. S. HAWKINS.

VOLUNTEERS.—The Irish Volunteers, at Charleston, S. C., under Captain Henry, to the number of 60, have offered their services for three months.

The Richmond Hussars (armed for the occasion as infantry) 70 strong, under Captain Samuel Bones, left Augusta, Geo., on the 2d inst. in the steam boat George Washington, arrived at Savannah on the 4th, and took up their quarters at the U. S. barracks until a conveyance to Florida could be procured. Prior to embarking at Augusta, the Hussars were inspected in presence of Captain J. Green, Adjutant of the 2d regiment U. S. Artillery. Augusta has furnished 170 men for the Florida campaign.

At a public meeting held at New Orleans on the 24th ult. it was resolved to raise 500 volunteers; and a subscription of 4 to 5000 dollars was immediately obtained for the purpose of procuring clothing and equipments. In the course of the day, 200 volunteers enrolled their

names, and it was expected that the entire quota would soon be filled up. They were expected to embark on the 3d inst. under command of Gen. Persifor F. Smith, Adjutant General of the State of Louisiana.

One hundred and seven volunteers, under the command of Capt. J. Duncan Allen, arrived at Charleston, S. C. on the 5th inst., by the Rail Road from Barnwell District, and were quartered in the Citadel.

Captain C. S. Merchant's company of the 2d artillery, left Savannah on the 29th ult. in the steamboat Etiwan, for St. Augustine.

The Mobile Chronicle says.—The U. S. Cutter Washington, Ezekiel Jones, commander, left Mobile Bay on the morning of the 14th inst. bound to Tampa Bay, for the purpose of co-operating with our troops in that vicinity against the Indians.

THE MARINE CORPS.

A difficulty has recently arisen at the Navy Yard in Washington, with respect to the authority of the Commandant of the yard over the Marine Guard stationed at the yard. What the precise origin of the difficulty was, we do not know, nor is it important; but as it was deemed of sufficient consequence to be submitted to the President of the United States for his decision, and as the principle may be considered as settled for the present, it appears to us deserving of a passing notice.

The President has decided that, *until further orders*, the Marines at the several navy yards shall be subject to the orders of the Commandant, agreeably to the 14th paragraph of the Rules and Regulations for the government of the U. S. Navy Yards, adopted in 1818, which is in the following words:

Par. 14.—“The guard of marines detached for the protection of the yard, shall, while doing duty in the yard, be subject to the orders of the Commandant, and receive from him their instructions as to the duties they are to perform therein; and all persons, enlisted into the service of the United States, and doing duty under the orders of the Commandant of the yard, shall, for every offence, be subject to the act for the better government of the Navy of the United States, and punished in the same manner as if the offence had been committed at sea.”

This decision has called forth a writer in the New York Courier and Enquirer of the 4th inst., whose communication will be found in another column.

It is very desirable that the relation of the Marine Corps to the Navy should receive the early attention of the proper authorities, and their relative rights and duties so clearly defined as to admit of no doubt hereafter.

It has been proposed in Congress to authorize the erection of barracks without the limits of the navy yards; this would secure the independence of the officers commanding the guards, of any control save that of their superiors in their own corps, and leave the authority of the Commandants of the yards within their several jurisdictions unaltered.

STEAM PROW SHIP.

We would invite attention to the plan of a Steam Prow Ship, proposed by Commodore BARROX, of the Navy, which will be found under our communication head. A model of this ship has been exhibited several weeks in the Rotunda of the Capitol, where it has attracted much attention.

A vessel of this description must prove a valuable

auxiliary in the defence of towns, bays and rivers, and would be able in a short time to sink a whole fleet of enemies' ships. Indeed we should think a hostile force would be cautious in approaching a coast, if it was known that so powerful an engine of destruction was ready to meet them.

Officers of the highest respectability in our Navy concur in the opinion of the efficacy of the steam prow ship.

HUGH W. MERCER, late of the U. S. army and now a resident of Savannah, Geo. was elected on the 3d inst. second lieutenant of the Chatham Artillery.

ARRIVALS AT WASHINGTON.

Feb. 4—	Major J. F. Heileman, 2d Arty.	Fuller's.
	Lt. F. H. Smith, 1st "	"
	Lt. J. Sanders, Engineer Corps,	Gadsby's.
5—	Lt. J. A. Chambers, 2d Arty.	"
6—	Lt. G. W. Cass, 7th Infy.	Gov. Cass'.
8—	Lt. C. A. Waite, 2d Infy.	Fuller's.
9—	Lt. T. J. Lee, 4th Arty.	"

LETTERS ADVERTISED.

Norfolk, Feb. 1, 1836.

NAVY.

Capt. Vallette	Mid'n Sully
Harris	Scott
Patterson	Duncan
Nicholson	Cook
Lieuts. Deas	Dennis
Palmer	Waddell
Lyne	Key
Morris	Coolidge
Long	Spencer
Foot	Griffin
McLaughlin	McDonough
Swartwout	Murray
Downes	Munn
Johnson	Tilghman
Farrand	Gray
Munn	Watson
Marshall	Worth
Fairfax	

COMMUNICATIONS.

NEW INFANTRY TACTICS.

No. V.

The Report on the French Tactics of 1831, under the head *School of the Battalion* thus proceeds :

"Instructions for Skirmishers [light infantry or rifle.]

"The want of an [official] instruction for skirmishers (*tirailleurs*) has been generally felt. For a long period many colonels have followed systems supplied by themselves, and at this day there is not a regiment without its own.

"The Commission, in drawing up this instruction, has sought to render it as simple as possible; and hence nothing has been introduced that may not be useful in war.

"Knowing that skirmishers have to manœuvre on all sorts of ground, the impossibility was perceived of laying down particular rules for all cases. Hence but a small number of precepts and examples are given to serve as a general illustration for any case that may present itself.

"It is on these bases that the instruction has been drawn up. It has been divided into five articles, with a short introduction, containing the necessary general rules. The first four articles give the movements of a company, and the fifth, those of a battalion.

"General Rules.

"The Commission has prescribed that every detachment of men, thrown out to skirmish, shall have a reserve.

"The reserve of a company, skirmishing within reach of its battalion, is fixed at a third of its strength. For a more numerous detachment, and which cannot be immediately sustained by the corps to which it belongs, besides the company reserves, another, composed of entire companies, and at least strong enough to relieve one half of the skirmishers, is prescribed.

"Skirmishers being obliged, in the great majority of cases, to traverse extensive woods and fields, it is important so to manage their movements as to preserve them in breath for the occasions in which success depends mainly on celerity. Hence the Commission has prescribed the *quick* as the habitual *step* in this instruction. When a greater swiftness becomes necessary, skirmishers are to take the *double quick step*, which is fixed at one hundred and forty to the minute—or they are, in decisive moments, to manœuvre in a *run*.

"As commands cannot always be heard, we have prescribed that they may be transmitted by sound of the bugle or beat of the drum; but only for movements which demand a prompt execution."

To this provision the new American book adds (No. 1571) certain conventional signs to meet the case (too frequent in our army) of a want of both drum and bugle. The REPORT continues :—

"All the companies, without distinction, are to be exercised as skirmishers, and this part of their instruction is not less important than the manœuvres in closed files; that is, as infantry of the line. The left flank company [light infantry or rifle] it is true, is more especially charged with the service of skirmishing; but this company may be detached, and when it has skirmished for a certain time, it becomes necessary to relieve it; besides, the entire battalion may often be obliged to combat as skirmishers.

"ART. 1.

"This comprehends deployments. A company is deployed in two different ways—*forward* and *by the flank*. If it be in rear of the line on which the skirmishers are to be established, it deploys forward; and when already on that line, the deployment is by the flank. In both cases, the front and centre ranks only are deployed: the rear rank remains in reserve."

But if the company is in two ranks only, it is in both the new books (French and American,) divided into three equal platoons. In this case the first and third are deployed, and the centre platoon remains in reserve.

"In the deployments forward, the file on which the movement is made, conducted by the guide, marches on an indicated point; the other files quicken step, and, advancing the shoulder next to the direction, successively take their intervals; and as each has its interval, it marches on the alignment of the directing file.

"The skirmishers having arrived on the line on which they are halted, the men of the second rank place themselves each on the left of his file leader; and the officers, as well as sergeants, take their places in the particular line of battle. The company-reserve remains at one hundred and forty paces behind the centre of that line.

"To deploy by the flank, all the skirmishers, except the directing file, put themselves in march. The guide directs himself on the indicated point, and each file halts as soon as it has its distance; at the instant of halting the front rank man faces to the front, and his file coverer places himself on his left.

"After the deployments, we have given rules for extending and closing intervals, also for relieving a company deployed as skirmishers. These movements are executed according to the principles of deployments.

"ART. 2.

"This article contains all that relates to the march by the front and the flank.

"ART. 3.

"This article treats of the fires. In the fire at a halt, as in the fire in marching, the two men of the same file so arrange it between them, that one or the other always has his piece loaded.

"ART. 4.

" This treats of rallying and assembling.

" The company being forced to rally, forms itself into a circle. This disposition seems to be the best for so small a body against cavalry. The reserve begins the movement by bending its flanks a little to the rear; the skirmishers, as they successively arrive, place themselves, without regard to height, to the right and left of the reserve, facing outwards; the officers and sergeants direct the formation, and when ended, they enter the circle.

"ART. 5.

" This comprehends the manner of deploying a battalion as skirmishers, and of rallying it. According to the principle established, [No. 1565—of eight companies,] only five are deployed—the other three remaining in reserve. The company on which the deployment is made, executes its movement from the halt, and the others march each by the flank, until its last file has passed the right or left of the company that next precedes it in the deployment. It then halts, and finishes the movement. The lieutenant-colonel directs the alignment to the right, and the adjutant aids that to the left. The reserves of the companies deployed as skirmishers are thrown into echelons, with four united into two, in order to diminish their number and to increase their strength.

" The colonel directs the execution of the movement, and then throws himself to a point in the rear, whence he may best see all the parts of the battalion and harmonize their further movements.

" When the battalion is obliged to rally, the colonel throws himself upon the battalion-reserve, and so disposes it as to protect the movement. The skirmishers of each company rally on their reserve."

Here the REPORT on the School of the Battalion terminates. In my next number I shall take up the remaining part on the Evolutions of the Line: in the mean time, a word in defence of the *Instruction for skirmishers*.

It has been objected that, the Instruction is, within itself, incomplete, because it is made to depend on the previous Schools of the Soldier, the Company, and the Battalion. And why not? Does any person desire to have in our army companies, or battalions of infantry or rifle, without the capacity of going through the exercises and manœuvres of the line—that is, in closed files? Without such capacity, how even (when skirmishing) rally in column, square, or circle, to resist cavalry? It will then, perhaps, be admitted that all kinds of infantry ought first to be well grounded in the exercises and manœuvres of closed files. This being fully provided for in the previous Schools, the question occurs—Why repeat under a subsequent head; or why, in the manner of our book, of 1825, reproduce the same exercises and manœuvres, and prescribe for their execution according to new principles and by new means?

Troops are drawn up either in closed or open files. If in the first order, let us have but one system for them—whether they be called light infantry, rifle, or infantry of the line; and for the second order add, under a separate head, what may be peculiar to this formation.

It is the course here intimated and followed in the new Tactics, that has excited the strange opposition I am combating. A perverted mind sees nothing of beauty in mere order and simplicity. It delights to lose itself in the mazes of involution, and finds a subject grand or sublime in proportion to its bulk and incomprehensibleness.

The Instruction for Skirmishers was intended to be compendious, and it is expressly called, in the new American Book, a *Supplement* to the preceding Titles. Its first two paragraphs (not found in the French original) are the connecting links between this Supplement and the body of the work. They are as follows:

" By the general term *skirmishers*, will herein be understood any company or body of infantry, whether denominated *grenadiers*, *light infantry*, *rifle*, or *battalion-companies*, thrown out and actually deployed into open files or loose order.

" The term will only be applied to the companies whilst so extended. The moment that either shall be re-assembled, or re-formed into closed files, it will take its habitual denomination of *grenadiers*, *light-infantry*, *rifle*, *first company*, &c., or, in the case of an isolated battalion-company, the simple denomination of *company*. From the same moment, the company or companies, will again be subjected to all the rules and principles prescribed for the government of one or more companies in the preceding Titles."

These simple provisions save the necessity of duplication, and to avoid all confusion, when it is desired to pass from closed to opened files, the first command always is *deploy as skirmishers*.

Yet a critic, in the seventeenth number of *The Chronicle*, who admits that, in the firings—"the files being in loose order, uniformity is not so desirable;"—who, after lauding our people for "their love of enterprise and singular skill as marksmen;" and after adding that our "light infantry and riflemen, are not only supposed to be intelligent, but they are actually so"—pours out a lament that a peculiar manual of arms is not given in the Supplement for Skirmishers, and quotes, as specially authorizing his indignation, a paragraph (under the head *remarks on the firings*) which is in these figures and words:—

" 1669. They [skirmishers] will also be exercised in loading and firing, kneeling and lying,* leaving each man at liberty to execute those times (or pauses) in the manner he may find the easiest."

" And the paragraph next preceding in these words:—"Skirmishers will be habituated to load their pieces whilst marching; but they will be enjoined always to halt an instant when in the act of priming and charging cartridge"—an injunction which, considering the singular skill of our marksmen, might, perhaps, have been omitted; but, in respect to another part of the manual, under the head of *general principles*, a wider latitude is allowed:—" 1569.† In all the movements, skirmishers (that is, men in open files,) will carry their muskets or rifles in the manner that may be most convenient to each skirmisher, taking care to avoid accidents."

Let it be remembered that, in the supplement, although no peculiar manual is given, every thing else, relating to the firings, is minutely explained and fully enjoined.

Many of the commands in the Supplement, as in other parts of the new Tactics, have been objected to by the same critics. In this respect "omittance is no quittance." In a future number this subject shall be taken up generally and fully discussed. We find, used above, *skirmisher*, *to skirmish*, &c.—words which, though belonging to our popular speech, have not not before been employed as *technics* in any military work. They seem, however, to be well adapted to this purpose.

SKIRMISH. *n. s.* A slight fight; less than a general battle: *Todd's Johnson*.

To **SKIRMISH**, *v. n.* To fight loosely, to fight in parties, before or after the shock of the main battle. *Ibid.*

Ready to charge and retire at will; Tho' beaten, scattered, fled, they *skirmish* still.—
FAIRFAX.

I will pass the little *skirmishings* on either side.—
ATTERBURY.

To **SKIRR.** *v. a. & v. n.* To scour, to ramble over in order to clear; to run in haste. *Todd's Johnson*.

Send out more horses, *skirr* the country round, Hang those who talk of fear.—*MACBETH*, A. 5. Sc. 3.

We'll make them *skirr* away as swift as stones, Enforced from the old Assyrian slings.—*HENRY*, V. A. 4. Sc. 7.

SKIRMISHER. *n. s.* He who skirmishes.—*Barret*.
HINDMAN.

* *Lying* is not in the French original.

† The words of No. 1569, which are in parenthesis, and also those in italics, are not in the French original.

ON THE APPLICATION OF STEAM POWER TO THE PURPOSES OF WAR.

I would propose that a vessel be constructed of solid logs of light timber, the gravity of which would not exceed four tenths that of water, and be of such bulk that the upper part of the solid log-work of the centre vessel would float six or eight feet above its surface.

Let this vessel, or combination of vessels, be of large dimensions, say from 150 to 200 or 230 feet long, and 70 or 80 ft wide, and resembling in their form a steam boat, of the treble construction. The prow should be very strong and for a few feet ait, a little sharp; but not so much so, as to impair its strength. The point of it should not be reduced to a less thickness than three or four feet, and not exceeding in its whole length, beyond the bow of the centre vessel, 15 or 20 feet, and that prominence covered with iron plates, from 3 to 4 inches thick, 8 or 10 inches wide, and 6 or 8 feet long on each arm, formed into an acute angle, to fit the shape of the prow, and enlarged at their junction on the point of the prow, to about 8 or 10 inches in thickness and rounding outwards in sharp pointed knobs, cut in large diamond form. These plates should be placed 4 or 5 inches apart from each other, and let half their thickness into the wood, which will produce a saw shaped space upon the prow and prevent the glancing of the vessel from her object, either up or down or sideways.

The logs that form the prow should be at least two feet square, thirty or forty feet long, and of the hardest and toughest wood, such as oak, or elm, and occupy a space of 10 or 12 feet up and down, and be supported on each side by the same kind of timber. The iron plates should be securely bolted through the whole mass; but particularly so, through these logs of hard timber. To protect the crew and machinery from shot, let the guard vessels without the centre vessel, be built 12 or 15 feet wide, and of the solid white pine timber, and projected a sufficient distance from the sides of the centre vessel to embrace the paddle wheels. These barricado vessels, should be of sufficient elevation to cover the upper part of the paddle wheels. Each of the lower parts must form a bottom similar to the centre one, and be secured to it forward and aft, by the cross logs of which the centre vessel is constructed, projecting from her sides to such a distance as to allow spaces for the paddle wheels on each side, and from as many other points above the water between the paddle wheels as might be required for strength. The water is admitted to these paddle wheels, between the bows of these three vessels through a channel formed by a long inverted arch, the lowest point of which must descend below the level of the lower part of the wheels. The solid log work, forward and aft of the centre vessel should form a mass of at least 12 or 15 feet in thickness—or as the side vessels.

Over the top of these three vessels, lay a tier of logs about two feet square, which will serve as a protection to the crew and machinery from any assaults by boarding, &c. The middle vessel may be hollowed out, at a proper distance from her extremes, if more buoyancy is required than the timber itself gives, except amidship, and there the log work should be continuous from the prow all the way aft.

The object of this vessel is to destroy men-of-war, by running into them with such impetuosity, as to break down their sides sufficiently to admit water in such quantities as would defy all possible efforts to prevent immediate sinking.

Only about 10 or 12 feet of the prow of this vessel ought to be allowed to strike the ship that is assailed: the other parts, above and below, should recede or incline aft, and this 10 or 12 feet space should be so situated as to come in contact with the side of the enemy, 5 or 6 feet above the water, and 5 or 6 feet below its surface. The resistance to the stroke would be less impeded than it would be, were it given by a prow of greater extent, and of course it would be more certain to pierce or break down that part of the side of the enemy's ship which it might come in contact with.

Three steam engines of 120 horse power, each, would

propel such a vessel at the rate of 8 or 10 miles, or more, per hour, and should be preferred to larger ones, as they would be less liable to damage from the shock to which they might be exposed, when the vessel should come at her full speed, in contact with the enemy.

Let those who are curious or doubtful of the efficiency of this plan, calculate the effect which would be produced on a stationary body, by a concussion so violent as would be occasioned by a stroke of the prow of this massive vessel. To make it apparent that the strongest ships in the world are entirely inadequate to resist such force, it need only be observed that they seldom come in contact with each other with any violence, without sinking, or sustaining a most destructive degree of damage.

Ancient as well as modern history furnishes us with many proofs of the decided effects of this mode of attack. The Romans and Carthaginians were in the practice of running into each other's vessels, at their greatest speed, impelled by their oars; and it is recorded of them that when they found their enemies entangled with their friends so as to render them stationary for the moment of their assault, that it seldom failed to produce that description of destruction contemplated by the adoption of this invention: but the power of steam, and the solid construction of this vessel, would give this mode of attack a decided advantage over all other attempts of a similar nature, ever heretofore resorted to, and beyond a doubt, insure success.

The proof of the effects of an attack made by a whale on the ship Essex, of New Bedford, in the year 1819, is conclusive that no construction of a ship now known, could resist the shock of such a vessel as the one I have described. A circumstance not very dissimilar occurred to Capt. Jones, in the U. S. ship Peacock, in the Pacific ocean.

The instances of destruction occasioned to vessels by one running into another, are too numerous to admit of a doubt, that if the plan recommended above, should be adopted on a proper scale, it could ever fail of effecting its object.

The rudder is attached to the centre vessel, and must be moved by a wheel, which may be placed on the upper surface of the centre vessel, under the roof or main covering, either forward or aft; but I should prefer its being aft, and it should be considerably forward and lower down than in ordinary cases. A breast-work should be raised aft, for the protection of officers and others; also for the chimneys and steam pipes, in their proper places, which should be circular.

The timber alluded to in the above description, is the White Pine—"Pinus Strobus." Poplar—"Liriodendron tulipiferas," and some species of the Gum, none of which exceeds four-tenths of the gravity of water.

The prow mentioned in the first part of this description, is not of such a form as I would either use myself, or recommend to those whom I would allow to use my invention: that form might become fixed in the body assailed, but the form represented by the drawing will surely clear itself.

In speaking of the different presentations of the prow, and its momentum, it is to be considered as in contact with a solid body.

JAMES BARRON.

Dimensions &c., of the Steam Prow Ship.

	Middle Vessel.	Side Vessels.
Length	150 feet.	each 125 feet.
Width	20 "	" 12 "
Depth	30 "	" 30 "
Number of cubic feet,	90,000	both 90,000
Number of cubic feet in the three vessels,	180,000	
Weight of each cubic foot of white pine in the three vessels,	24 lbs.	
Specific gravity of the three vessels,	4,320,000 lbs., or 1,963 tons.	
Specific gravity of the three vessels, multiplied by their velocity, gives as the whole momentum of the three vessels,	43,200,000 lbs.	
Momentum on each foot of the prow	900,000 lbs.	

Momentum of the first concussion of the prow, presenting a surface of 48 feet, is 900,000 on each square foot of it.

The second concussion of the extension of the prow, presenting a surface of 64 feet, 845,000.

Third concussion of the prow, presenting a surface of 80 feet, 756,000.

Fourth concussion of the prow, presenting a surface of 96 feet, 630,000.

Fifth concussion of the prow, presenting 104 feet, 58, 153, which is 19,753 more than the momentum of a cannon shot. It is therefore evident that the prow is superabundant for the object contemplated.

By a careful estimate of the cost of a vessel of this description, which has been made in Philadelphia, the one contemplated on the above dimensions would not exceed \$84,667; and it is evident from the above calculations that a larger one will scarcely be required.

The velocity of a 24 pound shot in one second is 1690 feet, which multiplied by its gravity, gives 38,400 as its momentum; a 24 pound shot will penetrate oak timber 4 feet six inches.

Estimate of the cost of a steam prow ship, of larger dimensions; 80 feet beam, by 230 feet in length.

For building the hull of the ship—materials and workmanship,	\$91,000 00
Three high-pressure engines, of 120 horse power each, will cost each \$12,000,	36,000 00
<hr/> \$127,000 00	

From the N. Y. Courier and Enquirer, Feb. 4.

We would respectfully invite the attention of the proper authorities to the following, which has been in type some days, as exposing a grievance existing in the *Marine* corps, which calls for immediate redress. It is a subject on which we designed to have said much which is not contained in the communication, but want of room compels us to defer it until a more convenient period.—*Ed. Cour. & Enq.*

THE NEW REGULATIONS OF THE MARINE CORPS.

To the Editor of the Courier and Enquirer.

SIR,—At a period when our country may probably be called to assert her just and acknowledged claims upon a foreign power in the attitude of war, it is deeply to be deplored that any cause of dissension or complaint should have been thrown among a body of her citizens whose duty and whose pride it is to form an important portion of her naval power. Yet a cause of deep dissatisfaction and complaint, which may lead to dissensions highly inimical to the harmony and efficiency of the service is felt by the marine corps, at all its stations throughout the United States, in certain new orders for its regulation that have recently been issued by the Navy Department.

Heretofore the Guards of Marines, stationed for the protection of the navy yards of the country, have been subjected only to the command of their own officers, through whom they received the orders of the officers commanding at Head Quarters, and to whom alone they were amenable for any dereliction of duty. It was the privilege of the officers upon every station to communicate to Head Quarters a statement of whatever general or individual grievances they might have to complain of, and to petition for redress, without being compelled to submit their communications to the examination of their local commander, or being exposed to the liability of having them detained by the very officer of whom they might remonstrate. And thus were their rights, as soldiers and as citizens, satisfactorily secured.

The new regulations deprive them of these privileges, and brand them with degradation as a corps. They destroy their identity as a body under military organization, and impeach their fidelity and trustworthiness as a guard, by imperatively requiring them to submit to the naval commandant of the yard, all orders, and all other com-

munications whatever, from the Colonel Commandant and Staff of the corps to the officers on the station, and from the latter to the former, *UNSEALED!*—and they empower the naval commandant to detain, to anticipate by replies, or to altogether suppress, either the whole or any part of the communications which are thus compulsively submitted to his absolute supervision and irresponsible disposal. Thus, if an officer of superior rank complains of an inferior, or directly the reverse—if he wish to recommend him to the favorable consideration of the Colonel Commandant, and thence to that of the Department, every such complaint and recommendation is liable to the fate of utter oblivion in the hands of a naval commandant who may not be more exempt from personal prejudices and partialities than other men. But this is not all. The commanding officers on any station cannot suspend from duty, nor impose confinement, or any other punishment, upon any officer, non-commissioned officer or private in their detachment, without furnishing a report of the offence alleged and of the penalty intended, to the same all-concentrating authority; and they are moreover bound to present a daily report of the minutest transactions and occurrences among themselves.

Who then are the naval commandants to whom this high-minded, honorable, and most distinguished corps is required to surrender its military character and definitely organized command? They may be veterans, or they may be boys. The commandant of a yard, when absent from his station on business or recreation, for a longer or a shorter period, is represented by the naval officer next in rank who may happen to be there; and he may be a Lieutenant, a Past Midshipman or a Midshipman of three days standing, as chance might determine. But, whoever he may be, he is invested by these new orders with all the power of surveillance and control that I have stated, over marine officers who may have grown gray in the service, and whose bosoms may be bursting with indignation at his contumely or neglect, without the possibility of obtaining timely redress.

I speak not theoretically, sir, upon this subject when I say that the whole of this meritorious Corps feels itself brought under an odious disparagement by these new regulations. If called to sea in the service of their country, whether in peace or in war, the Officers of Marine would, as they ever have, cheerfully submit to that one source of authority which is there quite essential to an effectual command. In this, they would not suffer degradation by the imposition of unnecessary authority; here they would not be deprived of any privileges or sources of justice that were open to others; and nothing invidious would rest upon their station in the national service. But, sir, whether in war or in peace a part of the Corps will have duties to perform on the soil of their country, and here it is that they claim the undiminished privileges and honors of their rank as soldiers, and as the military guardians of its shores. If any conceivable necessity could be discovered for their being subjected on shore to those restrictions of naval discipline which are indispensable at sea, that feeling of patriotism which is the most spontaneous emotion of their bosoms, would lead them to acquiesce with promptitude. But, in the manifest absence of any such necessity they are bound to consider their passive transfer to a naval authority as an annihilation upon their distinctive character, as an imputation upon their fidelity, and as an exercise of undue and inexpedient officiality in the Navy Department.

As an admirer and friend of the Marine Corps; as a person well acquainted with its universal feeling towards these inconsiderate orders, and as a man who can deeply sympathize with the silent struggles of wounded honor, I have sought your columns as a favorable medium for presenting this statement to the eye of those who possess the power to afford the aggrieved redress. And I would ask if the aggrieved, as a body, may not hope for it as well on the score of merit as of equitable justice?—What is the state of the Marine Corps in the national service? Does it not stand as the foremost guard of the nation both on sea and land? Who is the sentry that walks his lonely round upon the deck of our ship-of-war, and in every avenue of our naval arsenals? Who are

they that are the most perilously exposed in every naval conflict, and the first and the last to guard the halyards of our spangled banner?

I need not answer; nor need I refer to the minor considerations of their ever alacrious service in aid of the civil power, for an example has been presented too recently to be soon forgotten. For brilliant records of their merit in our past history, I need only refer to its pages; and for pledges of their future conduct I will confidently refer to themselves. But let not the honorable pride of the United States Marine Corps be crushed, as it now is, beneath official experiments at once degrading and unnecessary.

PHILO CLASSIARIUS MILES.

New-York, Jan. 1836.

PROCEEDINGS OF CONGRESS,
IN RELATION TO THE ARMY, NAVY, &c.

SENATE.

MONDAY, Jan. 25.

The CHAIR communicated a report from the Navy Department, made in pursuance of the provision in the 3d section of the act of Congress of July, 1832, showing the names of the invalid pensioners on the Navy pension roll, the sums allowed to each, and the law under which such pensions have been granted—also a similar statement respecting pensions granted to widows of deceased officers and seamen: referred to the Committee on Naval Affairs.

Mr. LINN submitted the following resolutions, which lie on the table one day:

Resolved, That the Secretary of War inform the Senate what number of Indians now occupy the frontier on the Southwest, North, and Northeast of the United States, and what number it is probable will be transferred from the States and Territories, to the frontiers of the United States.

Resolved, That the Secretary of War also inform the Senate whether, in his opinion, the present military force of the United States is sufficient to garrison the fortifications on the seaboard, and at the same time give protection to the inhabitants residing in the States and Territories bordering on the Indian frontier; if not, what force will, in his opinion, be necessary to such protection.

On motion of Mr. BENTON,

The Senate took up for consideration the bill providing for the increase of the corps of the United States Engineers, and the same having been read the second time, and considered as in Committee of the Whole, was, after a brief explanation from Mr. Benton, ordered to be engrossed for a third reading.

On motion of Mr. WALL,

The Senate took up for consideration the bill providing for the better organization of the Topographical Engineers, and the same having been read the second time, and considered as in Committee of the Whole, was, after a brief explanation from Mr. Wall, ordered to be engrossed for a third reading.

On motion of Mr. WHITE,

The resolution introduced by Mr. BENTON for appropriating the surplus revenue, to objects of permanent national defence, was taken up for consideration.

Mr. SOUTHDARD addressed the Senate at length, in opposition to the resolution, and continued speaking until after three o'clock, when without concluding, he gave way to Mr. DAVIS, on whose motion, the Senate adjourned.

TUESDAY, Jan. 26.

Mr. BENTON's resolution on the subject of the appropriation of the surplus revenue was taken up as the unfinished business; and

Mr. SOUTHDARD continued his remarks begun yesterday in opposition to the resolution, and after he concluded, a few remarks were made by Mr. LEIGH and Mr. HUBBARD, when on motion of Mr. WHITE, the Senate went into the consideration of Executive business; after which the Senate adjourned.

WEDNESDAY, Jan. 27.

A message was received from the House of Representatives by Mr. Franklin, their Clerk, stating that the House had passed a bill making an additional appropriation to repress hostilities commenced by the Seminoles, and asking the concurrence of the Senate therein.

On motion of Mr. WEBSTER, the bill was read the first time and referred to the Committee on Finance.

Mr. LINN presented the petition of sundry ship-owners and masters of vessels navigating Lake Michigan, pray-

ing that an appropriation may be made for the building of piers and the construction of a light house at the mouth of Grand River of Lake Michigan, which was referred to the Committee on Commerce.

Mr. LINN also presented the petition of Brevet Major William T. Cobb, which was referred to the Committee on Military affairs.

Mr. VYLER presented the petition of Abraham Van Bibber, administrator of Isaac Garretson, deceased, praying that an act may be passed for the settlement of the accounts of the deceased: referred to the Committee on Naval Affairs.

Mr. NAUDAIN, from the Select Committee to which had been referred the memorial of Dr. Boyd Reiley, reported a bill granting him ten thousand dollars for the right to use his improvement for the application of steam to the human body, in the hospitals of the United States; which was read and ordered to a second reading.

Mr. GOLDSBOROUGH, from the Committee on Revolutionary Claims, reported a bill providing for the payment of a company of Vermont militia, who served at the battle of Plattsburg; also a bill to increase the salary of the principal clerk in the office of the Adjutant General; which were severally read and ordered to a second reading.

Mr. LINN submitted the following resolution:

Resolved, That the Committee on Indian Affairs be instructed to inquire into the expediency of extinguishing the Indian title to the lands lying north of the Wisconsin, and the reservation on Iowa river in Des Moines county, all in Michigan Territory.

Mr. WEBSTER, from the Committee on Finance, to which had been referred the bill that came this morning from the House, making additional appropriations to repress hostilities commenced by the Seminoles, reported the same without amendment, and expressed the hope that the bill would, by general consent, be carried through its different stages, and pass to-day.

After a few remarks by Messrs. CLAY, WEBSTER, WHITE and BENTON, the bill was read the third time and passed.

The Senate then proceeded to the special order, which was Mr. BENTON's resolution for the appropriation of the surplus revenue to objects of national defence.

Mr. WHITE, addressed the Senate for a short time.

On motion of Mr. GRUNDY, the Senate adjourned.

THURSDAY, Jan. 28.

The Chair communicated a letter from the Secretary of War, enclosing a report of the Chief Engineer, on the subject of the removal of the obstructions in the Ohio river, below Shippensburg, made in compliance with the resolution of the Senate of the 21st instant; also a report from the same officer, on the subject of constructing a mole near Cape Henlopen, for the protection of the Delaware breakwater, made in answer to a resolution of the Senate.

Mr. MCKEAN presented the memorial of the citizens of Philadelphia, setting forth the commercial importance of erecting piers in the river Delaware, at or near the mouth of the Delaware and Chesapeake Canal, and praying Congress to make an appropriation to that object; which was referred to the Committee on Commerce.

The CHAIR communicated a report from the War Department, in reply to the resolution of the 18th instant, stating the office held by Benjamin F. Curry in the Cherokee nation, the compensation paid him, and the act under which he was appointed; and on motion of Mr. WHITE, the report was ordered to be printed.

The CHAIR also communicated a report from the same Department, showing the amount of expenditures under the appropriations for the military service for the year 1835, and the balance remaining in hand at the end of the year.

The Senate then proceeded to the consideration of the resolution of Mr. BENTON, for the appropriation of the surplus revenue to objects of national defence, when

Messrs. GRUNDY, HILL, and LINN severally addressed the Senate on the subject. After which,

On motion of Mr. CLAY,

The resolution was postponed till Monday, and ordered that when the Senate adjourns, it adjourn to meet again on that day.

On motion of Mr. WALL,

The Senate took up the bill for the better organization of the corps of Topographical Engineers; and the bill, having been read the third time, was passed.

On motion of Mr. BENTON,

The Senate took up the bill providing for the increase of the corps of engineers; and the bill, having been read the third time, was passed.

The Senate then adjourned over to Monday next.

PASSENGERS ARRIVED.

At Charleston, S. C. Jan. 31—per ship Caledonia Branch, from City Point Va. Lieut. C. Dimmock, U. S. A.

NEW YORK, Feb. 5—per steampacket Columbia, from Charleston, S. C., Lieut. S. R. Allston, of the Army.

MILITIA AFFAIRS.

Governor EVERETT, of Massachusetts, has appointed the following gentlemen as his Aids de Camp:

Lieut. Colonels Robert C. Winthrop of Boston, Andrew D. McFarland of Worcester, Charles A. Andrew of Salem, and Major John H. Clifford of New-Bedford.

Governor VEAZIE, of Maryland, has commissioned Thomas G. Pratt, Henry Page, William A. Dulany, and Jos. H. Nicholson, Esquires, his aids, each with the rank of Colonel.

Jacob Falcon, of Warren County; Michael Hoke, of Lincoln; William G. Bryan, of Craven; and George Little, of Wake; have been appointed Aides-de-Camp to His Excellency Governor SPAIGHT, of North Carolina, with the rank of Colonel.

Col. JOHN SLOAN was elected, on the 29th ult. a Brigadier General of Va. Militia, in the place of the late Gen. McCoy.

Abstract of the Return of the Militia of the State of Maine, for the year 1835.

	Commissioned officers.	Non Commissioned officers and privates.
General Staff	111	
Cavalry	157	1,521
Artillery	116	1,571
Infantry	1,666	30,585
Riflemen	79	1,316
Light Infantry	200	3,505
	2,329	38,498
Ordnance Pieces (Brass and Iron)	147.	Muskets, 25,433.

ARMY.

Feb. 9—2d Lt. F. H. Smith, 1st. Arty. ordered to the Pikesville Arsenal, for temporary duty in the Ordnance Department.

1st Lt. J. Searight, 6th Infy. assigned to temporary duty in the subsistence Department, in Florida.

NAVY.

The frigate Potomac and ship John Adams were at Lisbon on the 2d Jan.—all well.

The ship Vandalia, Captain Webb, sailed from Pensacola on the ult., for Tampa Bay.

The St. Louis, Captain Rousseau, arrived at Pensacola, on the 21st. ult. from Key West, and sailed again on the to rejoin the Constellation.

MARINE CORPS.

CHANGES IN THE ROSTER SINCE 1ST JANUARY, 1836.

1st. Lieut. Horatio N. Crabb, waiting orders, (Philadelphia.)

1st. Lieut. Thos. L. C. Watkins, under orders for Brooklyn, New York.

2d Lieut. Benjamin E. Brooke, detached from Philadelphia post, and on leave of absence.

2d Lieut. Louis F. Whitney, Head Quarters, Washington, D. C.

MARRIAGES.

In Baltimore, on the 2d inst., Lieut. J. H. LITTLE, of the U. S. Navy, to Miss MARY ANN, daughter of Dr. CHAPMAN.

In New Orleans, on the 28th Jan., Major R. B. MASON, of the U. S. Army, to Miss MARGARET HUNTER, of Georgia.

DEATHS.

In New York, on the 6th inst., Lieut. JOHN T. JENKINS, of the Navy, aged 28.

In Washington, on the 6th inst. ALBERT S., infant son of F. FOREST, Esq. U. S. Navy.

In Gosport, Va. on the 31st Jan. JOHN WOODS, Boatswain U. S. Navy.

In New Orleans, on the 19th ult. Mr. WM. HENRY HARFORD, late Lieut. in the U. S. Army.

RESOLUTION authorising the President to furnish rations to certain inhabitants of Florida.

Be it resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States be authorised to cause rations to be delivered from the public stores to the unfortunate sufferers who are unable to provide for themselves, and who have been driven from their homes by Indian depredations in Florida, until they can be re-established in their possessions, or so long as the President may consider it necessary.

JAMES K. POLK,
Speaker of the House of Representatives.

M. VAN BUREN,

Vice President of the United States and President of the Senate.

Approved Feb. 1st, 1836.

ANDREW JACKSON.

REGULATIONS

Prescribing the mode in which the Rations shall be issued under the above Resolution.

1st. Rations under the above Resolution may be issued at all places in Florida, where public provisions are collected, and where there is an issuing officer of the Subsistence Department. And the Commissary General of Subsistence will also take measures for such issues at a few other important points, if it shall be found necessary, where stores are not already collected.

2d. The issues will be as follows:

To each white person of the age of fourteen years and upwards, a full army ration.

To each white person under the age of fourteen years, one half of an army ration.

To each colored person, slave or free, where the owner of such slave is unable to procure provisions for him, of the age of fourteen years and upwards, a full ration of bread, meat, and salt.

To each colored person as aforesaid, under the age of fourteen years, one half a ration of bread, meat, and salt.

Provided, that to such colored persons as are invalids, and to mothers with sucking infants, army rations of coffee and sugar may be issued.

3d. Persons claiming the benefit of these issues will present themselves to the commanding officer of the post, and establish to his satisfaction, that they are unfortunate sufferers, who are unable to provide for themselves, and who have been driven from their homes by the Indian depredations in Florida. The inability to provide subsistence will not depend altogether on the amount of the property of the applicant, or his ability to support himself by labor, though a regard must be had to these points: because, from the state of affairs in Florida, there may not be an adequate supply of provisions in private hands,—and therefore the means of subsistence may not be within the reach of any of these persons thus driven from their homes, whatever may be their pecuniary condition. In such cases the issues must be made to all, who bring themselves within the resolution, but the commanding officer must be satisfied of the scarcity of provisions, and of the inability of the inhabitants to procure them. And he will also take care, that in all cases where provisions are issued to these sufferers, on account of there not being an adequate supply in the country, and not on account of a want of reasonable means to purchase them, the issues be stopped as soon as the market is supplied.—To others, without the means of purchasing, the issues will be continued, until they can be re-established in their possessions—provided, however, that such persons return to their possessions as soon as the state of affairs in the country will permit them.

The Commanding Officer will in all cases satisfy himself of the justice of the application. And he will cause all persons, claiming rations, to appear before himself, or before

some person, to be appointed by him for that purpose, and have their names, ages, sex, color, and condition entered, arranging them on the roll by families, and designating also where their possessions are, and to what places they were driven. The issues may be made for a term not exceeding two weeks. But where the Commanding Officer has reason to think that, from improvidence or any other cause, the issues for that time would be longer than necessary, and that the provisions would be wasted, or improperly applied, he is authorised, in such cases, to reduce the term, as he may think proper, even down to daily issues; allowing only those to draw for a longer time, whose habits will ensure the proper consumption of the provisions. And whenever any provisions thus issued are disposed of in any other way than by their consumption by the persons to whom they are issued, such persons shall thereafter cease to draw rations from the public stores.

All changes must be noticed upon the roll, whether of persons leaving the place, or of persons arriving thereto. And new rolls will be prepared at the end of every month so long as these issues continue. No issues will be made, except at the place where the applicant resides, in order to prevent persons from drawing double rations at the same time. And if a person leaves one place, and goes to another, he must take with him a certificate from the issuing Commissary, showing to what time he has drawn rations.

Provision returns will be drawn for each family, stating the name of the head of the family, and the number of persons, agreeably to the several designations before mentioned, and stating also the number of days for which the provisions are to be issued, together with the commencement and termination of the term, and describing also the quantities of each description to be issued.

Persons having no families will each receive a provision return. These provision returns will be drawn in the usual manner upon the issuing Commissary, and the issues will be certified by him. They will be abstracted and certified, agreeably to the army regulations; which abstracts, together with the rolls of the applicants, will be transmitted to the Commissary General's office, and upon these the accounts will be adjusted.

4th. At those places where there are no military posts, and where the Commissary General may find it necessary to make issues, the Commanding Officer will, in addition to the issuing Commissary, station an officer to perform the duties herein prescribed to the commanding officer.

5th. These issues will only be continued while the sufferers are compelled to remain from their homes; and for such time after their return, as they may be unable to procure provisions for the sustenance of themselves and families.

With respect to the issues, after the sufferers are re-established in their possessions, the following rules will govern:—

1. Under no circumstances will provisions be issued to persons having property, sufficient to make purchases, or whose labor will enable them to procure provisions, after there is such a supply in the country that individuals can procure it.

2. When the country shall possess the necessary supplies, the continuance of the issues must depend upon the inability of the persons to purchase for themselves, having reference to the property and capacity to support themselves by their labor.

3. Persons not able as above described to procure provisions, will receive them from the public stores after their return home, while this inability continues; but under no circumstances will provisions be issued to such persons for a longer term than one month after their return home, nor to any person for a longer time than one month after the termination of Indian hostilities.

4. Persons receiving the benefit of these issues after their return to their residence, must be enrolled for that purpose at the most convenient place where the issues are made. And they must receive the provisions, and transport them at their own expense, to the place where they are wanted; and, whenever required by the commanding officer, and he will require the same when he has first cause to believe there is any change in the number of their families, they will present themselves to him for a comparison with the rolls; or they will procure a certificate from a Justice of the Peace, certifying the number, condition, &c. of their families; which certificate will be received by the commanding officer instead of an enrollment.

5. The officers to whom these duties are entrusted, will take all proper precautions to check any abuse or fraud that may be attempted. And they will report, from time to time, to the Commissary General of Subsistence the operation of

the system, and whether in their opinion, any other checks are necessary.

7. A special account will be kept in the Commissary General's Office, of the issues under the above Resolution, and of the expenses in relation thereto. And the Commissary General will make the necessary arrangements for giving effect to these regulations, and also for providing such means as may be requisite.

8. The general supervisory authority over this subject is hereby entrusted to Major General Scott; and should he find that the object of Congress in the above resolution is impeded by the operation of these regulations, or that abuses are practised, not herein provided for, he is empowered to suspend or modify the regulations, and to provide such others as he may see fit, reporting his proceedings, together with his reasons therefor, immediately to the War Department, for its consideration. The two great objects he must keep in view will be to give just effect to the intention of Congress, as expressed in the resolution, on the one hand, and to prevent any fraud or abuse on the other. Recommended to the consideration of the President,

LEWIS CASS,

Secretary of War.

APPROVED,

ANDREW JACKSON.

WAR DEPARTMENT, Feb. 4. 1836.

CHAIN CABLE IRON.

NAVY COMMISSIONERS' OFFICE,

21st January, 1836.

PROPOSALS, sealed, and endorsed "Proposals for Chain Cable Iron," will be received at this office until three o'clock, P. M. of the fifteenth day of February next, for furnishing and delivering at the Navy Yard, Washington, D. C., the following quantities and descriptions of CHAIN CABLE IRON, viz :

18,360 links of 2 1-8 inches diameter, 26 inches each, in length.
 20,340 links 1 15-16 inches diameter, 23 inches each, in length.
 324 end links, 2 1-4 inches diameter, 27 inches each, in length.
 324 end links, 2 1-16 inches diameter, 25 inches each, in length.
 8 Anchor Shackles—126 Connecting Shackles—36 Swivel Pieces—18 Box Pieces for the two and an eighth inches Chain Cables.
 18 Anchor Shackles—126 Connecting Shackles—36 Swivel Pieces—18 Box Pieces for the one and fifteen-sixteenths inches Chain Cables.
 27 feet, of 4 1-4 by 3 3-4 inches oval, Pin Iron, in lengths 1 foot 6 inches.
 90 do. 3 1-4 by 2 3-4 do. do. do. do. 5 feet.
 24 do. 3 3-4 by 3 1-4 do. do. do. do. 1 ft. 4 in.
 90 do. 3 by 2 1-2 do. do. do. do. do. 5 feet.

Models and drawings, showing the shapes and dimensions of the iron required for *Shackles*, *Swivels*, *Boxes*, and *Pin Iron*, will be furnished, upon application to the commanding officer of the Navy Yard, Washington. All the said iron must be of American manufacture, without any admixture of foreign iron—must be of the best quality, and manufactured from hammered bar iron, to be cut, filed, and rolled to about two inches in diameter, then cut, filed, and rolled again to the required sizes; satisfactory proof of all which must be given by the contractor to the said commanding officer. The iron required for *Shackles*, *Swivels*, and *Box Pieces*, and the oval *Pin Iron*, must be *hammered* to the respective shapes, and sizes or dimensions.

The whole of the said iron must be free from flaws, raw and fagged ends, and all other defects; and must be delivered in straight lengths. On delivery, it will be inspected, tested, and proved, under the instructions of the commanding officer of the Navy Yard at Washington, to determine whether it is all of proper quality, and corresponds in all other respects to the terms, stipulations, and conditions of the contract to be made.

One-third of each size and description of the said chain cable iron must be delivered on or before the tenth day of April next, one-third on or before the first day of June next, and the remainder on or before the fifteenth day of July next.

Ten per centum will be withheld from the amount of all payments, on account of the contract to be made, as collateral security, in addition to a bond, in the amount of one-third of the contract, to be given to secure its performance; and will not, in any event, be paid, unless the contract shall be complied with in all respects.

Jan. 28—3t